

a slider slidably attached to the keel such that the slider can move longitudinally in relation to the keel;

at least a first and second dual axis wings, the dual axis wings pivotably attached to the slider such that the wings may pivot on the slider in a substantially longitudinal direction, and further attached to the slider such that they may pivot laterally in relation to the keel; and

control means attached to the dual axis wings such that the dual axis wings can be pivoted from a substantially flared position to a substantially swept position as the slider is moved longitudinally under control of the control means;

whereby the dual axis wings pivot [as they move] longitudinally and laterally in relation to the keel.

1/s. (Amended) An aircraft, [as in claim 2, wherein:] further comprising:

a keel;

a tail assembly attached to the keel;

a slider slidably attached to the keel such that the slider can move longitudinally in relation to the keel;

at least a first and second dual axis wings, the dual axis wings pivotably attached to the slider such that the wings may pivot on the slider in a substantially longitudinal direction;

control means attached to the dual axis wings such that the dual axis wings can be pivoted from a substantially flared position to a substantially swept position as the slider is moved longitudinally under control of the control means;

the control means further comprising a control bar attached at a first end to a first dual axis wing and attached at a second end to a second dual axis wing, the control bar is split into a first control arm attached to the first dual axis wing and a second control arm attached to the second dual axis wing; and

means to pivot the control bar at a pivot point such that movement of the control bar about the pivot point causes the dual axis wings to pivot on the slider and causes the slider to move longitudinally

whereby the dual axis wings pivot as they move longitudinally;

whereby the control arms can independently pivot the first and second dual axis wings on the slider.

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5. (Amended) An aircraft, [as in claim 1,] further comprising:

a keel;

a tail assembly attached to the keel;

[wherein the] a slider slidably attached to the keel such that the slider can move longitudinally in relation to the keel and the slider is attached to the keel such that it can rotate laterally in relation to the keel;

*A3*  
*Amended.*

at least a first and second dual axis wings, the dual axis wings pivotably attached to the slider such that the wings may pivot on the slider in a substantially longitudinal direction;  
and

control means attached to the dual axis wings such that the dual axis wings can be pivoted from a substantially flared position to a substantially swept position as the slider is moved longitudinally under control of the control means;

whereby the dual axis wings can slide longitudinally, pivot as they move longitudinally, and rotate laterally.

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*2*  
*Amended.*

(Amended) An aircraft, [as in claim 1,] further comprising:

a keel;

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*Cont.*

a tail assembly attached to the keel;

a slider slidably attached to the keel such that the slider can move longitudinally in relation to the keel;

at least a first and second dual axis wings, the dual axis wings pivotably attached to the slider such that the wings may pivot on the slider in a substantially longitudinal direction;

control means attached to the dual axis wings such that the dual axis wings can be pivoted from a substantially flared position to a substantially swept position as the slider is moved longitudinally under control of the control means; and

[wherein] the slider is split into a first slider segment attached to the first dual axis wing and a second slider segment attached to the second dual axis wing, each slider segment

A4  
could.

capable of independent longitudinal motion in relation to the keel, and each dual axis wing capable of independent pivoting on its respective slider segment;

whereby the dual axis wings pivot as they move longitudinally and can be independently moved from a flared to a swept position.

422. (Amended) An aircraft, further comprising:

a fuselage;

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cont.

a tail assembly attached to the fuselage;

a slider slidably attached to the fuselage such that the slider can move longitudinally in relation to the fuselage;

at least a first and second dual axis wings, the dual axis wings pivotably attached to the slider such that the wings may pivot on the slider in a substantially longitudinal direction, and further attached to the slider such that they may pivot laterally in relation to the keel; and

control means attached to the dual axis wings such that the dual axis wings can be pivoted from a substantially flared position to a substantially swept position as the slider is moved longitudinally under control of the control means;

whereby the dual axis wings pivot [as they move] longitudinally and laterally in relation to the keel.

23. (Amended) An aircraft, [as in claim 22, wherein] further comprising:

a fuselage;

a tail assembly attached to the fuselage;

a slider slidably attached to the fuselage such that the slider can move longitudinally in relation to the fuselage;

at least a first and second dual axis wings, the dual axis wings pivotably attached to the slider such that the wings may pivot on the slider in a substantially longitudinal direction;

control means attached to the dual axis wings such that the dual axis wings can be pivoted from a substantially flared position to a substantially swept position as the slider is moved longitudinally under control of the control means; and

the slider is split into a first slider segment attached to the first dual axis wing and a second slider segment attached to the second dual axis wing, each slider segment capable of independent longitudinal motion in relation to the keel, and each dual axis wing capable of independent pivoting on its respective slider segment;

whereby the dual axis wings pivot as they move longitudinally and can be independently moved from a flared to a swept position.